NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

10

To Take Effect Friday, September 16, 1932, at 3:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager.

WM. N. NEFF,
General Superintendent

NORTHWARD

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS																Distance from San Francisco		Time-Table No. 10 September 16, 1932	
			202 Mixed											4 Eureka Express	6 Ukiah Passenger	224 Duncan Mills Passenger	222 Cazadero Passenger	2 Eureka Passenger	64 Point Reyes Passenger				
			Leave Daily Ex. Sunday											Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily			STATIONS	
														8.30PM	5.15PM	2.45PM	9.15AM	8.15AM	7.45AM	0.0		SAN FRANCISCO 6.5	Ferry
														9.02PM	5.47PM	3.17PM	9.47AM	8.47AM	8.17AM	6.5		SAUSALITO	
Yard WOITPBK														9.15PM	5.50PM	3.20PM	9.50AM	8.50AM	8.20AM	6.5	TO-R	SAUSALITO 3.4	Automatic Block System Double Track
18 IP																				9.9		ALMONTE 1.6	
P																				11.5		SOUTH PORTAL 0.7	Single Track
P																				12.2		NORTH PORTAL 0.4	Double track
P																				12.6		CORTE MADERA (Spur-N) 0.4	
IP														9.28	6.05	3.34	10.04	9.04	8.34AM	13.0		BALTIMORE PARK 1.3	
YP														9.30	6.07	3.36	10.06	9.06		14.3		DETOUR 0.6	
																				14.9		GREEN BRAE (Spur-N) 0.8	
P																				15.7		CALIFORNIA PARK 1.3	
Yard WIYPBK														s 9.40	s 6.17	s 3.45	s 10.15	s 9.15		17.0	TO-R	SAN RAFAEL 1.7	
24 P															**6.24**					18.7		CERRO 1.3	
24 P														9.47	6.27	**3.52**	10.21	**9.23**		20.0		GOLF 1.1	
P															f		f	f		21.1		GALLINAS (Spur-N) 0.6	
37 P														9.50	6.30	3.55	10.24	9.26		21.7		MILLER 0.3	
															f	f	f	f		22.0		ST. VINCENT (Spur-N) 2.9	
Yard WTOPBK														9.55	s 6.37	f 4.00	f 10.29	s 9.33		24.9	TO	IGNACIO 2.9	
47 P														f 10.00	f 6.42	f 4.05	f 10.34	s 9.38		27.8	TO	NOVATO 3.5	
50 WP														10.06	f 6.47	f 4.10	f 10.39	f 9.43		31.3		BURDELL 5.4	
62 Yard														10.13	6.54	4.17	10.46	9.50		36.7		HAYSTACK 1.8	
Yard WTPBK														s 10.27	s 7.02	s 4.25	s 10.53	s 9.58		38.5	TO	PETALUMA 0.7	
45 Yard																				39.2		PARK SIDING 1.8	
															f		f			41.0		CROWN (Spur-S) 1.0	
37														10.32	f 7.07	4.30	f 10.58	f 10.03		42.0		ELY 1.3	
P															f	f	f	s		43.3		PENN GROVE 2.8	
64 WP														10.39	f 7.14	f 4.37	s 11.05	f 10.10		46.1	TO	COTATI 2.6	
23															f	f	f	f		48.7		WILFRED 2.6	
29														10.47	f 7.22	f 4.45	f 11.13	f 10.18		51.3		BELLEVUE 2.5	
Yard WPBK			10.40AM											s 10.52 11.05	s 7.32	s **4.55**	s 11.21	s 10.28		53.8	TO-R	SANTA ROSA 0.6	
132 Yard YP															**7.34**					54.4		WYE SIDING 4.1	
Yard WOP			10.50AM											11.13PM	f 7.40PM	s **5.03**PM	s 11.28AM	f 10.36AM		58.5	TO	FULTON	
			Arrive Daily Ex. Sunday											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily				

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.

No. 4 stop on flag at Cotati, Sunday only.

		Time-Table No. 10 September 16, 1932		Distance from Willits	FIRST CLASS								SECOND CLASS
					3	221	5	7	73	1	77	223	201
					Eureka Express	Duncan Mills Passenger	Ukiah Passenger	Ukiah Passenger	Point Reyes Passenger	Eureka Passenger	Point Reyes Passenger	Cazadero Passenger	Mixed
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday
Ferry		SAN FRANCISCO	6.5	139.5	9.05AM	10.32AM	3.32PM	5.02PM	5.32PM	7.32PM	8.02PM	9.37PM	
		SAUSALITO		133.0	8.30AM	10.00AM	3.00PM	4.30PM	5.00PM	7.00PM	7.30PM	9.05PM	
Automatic Block System; Double Track	TO-R	SAUSALITO	3.4	133.0	8.20AM	9.50AM	2.50PM	4.20PM	4.50PM	6.50PM	7.23PM	9.02PM	
		ALMONTE	1.6	129.6									
Single Track		SOUTH PORTAL	0.7	128.0									
Double Track		NORTH PORTAL	0.4	127.3									
		CORTE MADERA (Spur-N)	0.4	126.9									
		BALTIMORE PARK	1.3	126.5	8.04	9.38	2.32	4.07	4.31PM	6.36	7.09PM	8.48	
		DETOUR	0.6	125.2	8.02	9.36	2.30	4.05		6.34		8.46	
		GREEN BRAE (Spur-N)	0.8	124.6			f	f				f	
		CALIFORNIA PARK	1.3	123.8									
	TO-R	SAN RAFAEL	1.7	122.5	s 7.57	s 9.31	s 2.25	s 4.00		s 6.29		s 8.41	
		CERRO	1.3	120.8						6.24			
		GOLF	1.1	119.5	7.47	9.23	2.17	3.52		6.21		8.33	
		GALLINAS (Spur-N)	0.6	118.4	f	f	f	f					
		MILLER	0.3	117.8	7.43	9.20	f 2.14	f 3.49		6.18		8.30	
		ST. VINCENT (Spur-N)	2.9	117.5		f	f	f					
	TO	IGNACIO	2.9	114.6	f 7.38	s 9.15	f 2.09	f 3.44		s 6.13		8.25	
	TO	NOVATO	3.5	111.7	s 7.32	s 9.07	s 2.04	s 3.39		f 6.03		f 8.20	
		BURDELL	5.4	108.2	7.26	f 9.02	f 1.59	f 3.34		5.58		8.15	
		HAYSTACK	1.8	102.8	7.17	8.55	1.52	3.27		5.51		8.08	
	TO	PETALUMA	0.7	101.0	s 7.13	s 8.51	s 1.48	s 3.23		s 5.47		s 8.04	
		PARK SIDING	1.8	100.3									
		CROWN (Spur-S)	1.0	98.5	f								
		ELY	1.3	97.5	f 7.03	8.43	1.36	3.17		5.38		7.57	
		PENN GROVE	2.8	96.2	f	f	f	f		f		f	
	TO	COTATI	2.6	93.4	f 6.55	f 8.36	f 1.29	f 3.10		f 5.31		f 7.50	
		WILFRED	2.6	90.8	f	f	f	f		f		f	
		BELLEVUE	2.5	88.2	f 6.45	f 8.28	f 1.21	f 3.02		f 5.22		f 7.42	
	TO-R	SANTA ROSA	0.6	85.7	s 6.40 6.28	s 8.24	s 1.17	s 2.58		s 5.18		s 7.38	4.55PM
		WYE SIDING	4.1	85.1								7.34	
	TO	FULTON		81.0	6.20AM	8.11AM	1.05PM	2.48PM		5.03PM		7.26PM	4.35PM
					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 221 stops at Green Brae on flag daily except Sunday.

Northward SOUTHERN DIVISION Southward

FIRST CLASS

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	4 Eureka Express Leave Daily	6 Ukiah Passenger Leave Daily	2 Eureka Passenger Leave Daily	Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Willits	3 Eureka Express Arrive Daily	5 Ukiah Passenger Arrive Daily Ex. Sunday	7 Ukiah Passenger Arrive Sunday Only	1 Eureka Passenger Arrive Daily
Yard WOP	11.13PM	7.40PM	10.36AM	58.5	TO	FULTON 1.3	81.0	f 6.20AM	f 1.05PM	f 2.48PM	f 5.03PM
35		f	f	59.8		MARK WEST 3.1	79.7		f	f	
16 Yard P	11.19	f 7.48	s 10.44	62.9	TO	WINDSOR 3.5	76.6	f 6.13	f 12.58	f 2.41	s 4.56
8 Yard		f		66.4		GRANT 0.6	73.1		f	f	
49 Yard				67.0		BAILHACHE 1.0	72.5				
Yard WTPBK	s 11.31	s 7.59	s 10.53	68.0	TO	HEALDSBURG 2.2	71.5	s 6.05	s 12.50	s 2.33	s 4.48
		f	f	70.2		CHIQUITA (Spur-S) 1.7	69.3		f	f	f
50 P	11.37	f 8.05	f 10.59	71.9		LYTTON 3.9	67.6	f 5.55	f 12.39	f 2.23	f 4.38
44 Yard P	f 11.44	f 8.12	s 11.06	75.8	TO	GEYSERVILLE 3.0	63.7	f 5.49	s 12.33	s 2.17	s 4.32
8 P		f	f	78.8		CHIANTI 2.5	60.7	f	f	f	f
44 P	11.51	f 8.21	f 11.15	81.3		ASTI 3.9	58.2	f 5.39	f 12.23	f 2.08	f 4.23
Yard WOTP	s 11.59	s 8.31	s 11.26	85.2	TO	CLOVERDALE 1.9	54.3	s 5.32	s 12.17	s 2.02	s 4.17
31	12.03AM	f 8.35	f 11.30	87.1		PRESTON 2.7	52.4	f 5.20	f 12.10	f 1.55	f 4.10
28 P	12.09	f 8.41	f 11.36	89.8		ECHO 2.0	49.7	f 5.14	f 12.04PM	f 1.49	f 4.04
		f	f	91.8		CUMMISKEY (Spur-N) 0.8	47.7	f	f	f	f
21 P				92.6		THORN 2.7	46.9				
71 P	12.23	f 8.55	f **11.50**	95.3		PIETA 1.5	44.2	f 5.00	f **11.50**	f 1.35	f 3.50
		f	f	96.8		FOUNTAIN (Spur-N) 3.3	42.7	f	f	f	f
69 Yard WP	s 12.35	s 9.07	s 12.02PM	100.1	TO	HOPLAND 3.8	39.4	s 4.49	s 11.39	s 1.24	s 3.39
58 P	12.43	f 9.15	f 12.10	103.9		LARGO 2.0	35.6	4.41	f 11.31	f 1.16	f 3.31
22				105.9		HENRY 3.7	33.6				
16	12.52	f 9.24	f 12.19	109.6		EL ROBLE 4.4	29.9	4.32	f 11.22	f 1.07	f 3.22
Yd. WOTPBK	s 1.10	9.31PM	s 12.29	114.0	TO-R	UKIAH 6.1	25.5	s 4.25	11.15AM	1.00PM	s 3.15
23 P	1.20		f 12.42	120.1		CALPELLA 2.0	19.4	f 4.10			f 2.55
47 Yard WYP	1.28		f 12.47	122.1		REDWOOD VALLEY 1.9	17.4	f 4.06			f 2.51
33 P	1.33		f 12.52	124.0		LAUGHLIN 3.9	15.5	f 4.02			f 2.47
11 P	1.46		1.04	127.9		HILPASS 3.5	11.6	3.49			2.34
17 Yard WP	s 2.05		s 1.24	131.4		RIDGE 8.1	8.1	s 3.37			s 2.22
Yard WYOPBK	2.30AM		¶ 1.45PM	139.5	TO-R	WILLITS	0.0	3.15AM			2.00PM
	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily

Southward trains are superior to trains of the same class in the opposite direction.

No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.

Northward SOUTHERN DIVISION Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Willits
Yard WTOPBK	6.5	TO-R	TIBURON 3.6	131.4
	10.1		REED (Spur-N) 1.3	127.8
	11.4		MEADOWSWEET (Spur-N) 1.3	126.5
YP	12.7		DETOUR	125.2

Northward SOUTHERN DIVISION Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Sherwood
Yard WYOPBK	139.5	TO-R	WILLITS 2.7	13.9
22	142.2		NORTHWESTERN 1.7	11.2
13	143.9		SHERWOOD JUNCTION 4.6	9.5
W	148.5		ROWES (Spur) 1.1	4.9
9	149.6		SYLVAN DALE 2.0	3.8
9	151.6		EN CIMA 1.8	1.8
5 OYP	153.4		SHERWOOD	0.0

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.			FIRST CLASS		Distance from San Francisco		Time-Table No. 10 September 16, 1932	Distance from Glen Ellen	FIRST CLASS		
			144	140					141	143	
			Glen Ellen Passenger	Glen Ellen Passenger			STATIONS		Glen Ellen Passenger	Glen Ellen Passenger	
			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
Yard WTOPBK			6.39 PM	9.35 AM	24.9	TO-R	IGNACIO 3.6	26.3	9.10 AM	6.08 PM	
23 P			f 6.46	f 9.42	28.5		BLACK POINT 2.3	22.7	f 9.03	f 6.01	
24			f 6.51	f 9.47	30.8		RECLAMATION 2.6	20.4	f 8.58	f 5.56	
20			f 6.56	f 9.52	33.4		SEARS POINT 1.8	17.8	f 8.53	f 5.51	
P			f	f	35.2		FAIRVILLE (Spur-N) 1.5	16.0	f	f	
			f	f	36.7		McGILL (Spur-S) 1.1	14.5	f	f	
13 P			f 7.05	f 10.01	37.8		WINGO 2.6	13.4	f 8.44	f 5.42	
Yard 37 WP			s 7.11	s 10.07	40.4	TO	SCHELLVILLE 0.1	10.8	s 8.39	s 5.37	
					40.5		SO. PAC. CROSSING 1.7	10.7			
17 P			s 7.16	s 10.12	42.2		VINEBURG 1.3	9.0	s 8.34	s 5.32	
9			f	f	43.5		BUENA VISTA 1.3	7.7	f	f	
Yard 25 P			s 7.23	s 10.19	44.8		SONOMA 1.3	6.4	s 8.28	s 5.26	
12			f 7.26	f 10.22	46.1		VERANO 0.7	5.1	f 8.23	f 5.21	
			s 7.28	s 10.24	46.8		BOYES SPRINGS (Spur-S) 0.6	4.4	s 8.21	s 5.19	
			f 7.30	f 10.26	47.4		FETTERS SPRINGS (Spur-N) 0.3	3.8	f 8.19	f 5.17	
			f 7.32	f 10.28	47.7		AGUA CALIENTE (Spur-S) 0.8	3.5	f 8.17	f 5.15	
			f	f	48.5		WATRISS (No Siding) 0.5	2.7	f	f	
					49.0		SO. PAC. CROSSING 0.1	2.2			
8			f 7.36	f 10.32	49.1		MADRONE 0.7	2.1	f 8.13	f 5.11	
9			f	f	49.8		ELDRIDGE 1.4	1.4	f	f	
Yard 14 WT			7.42 PM	10.38 AM	51.2	R	GLEN ELLEN	0.0	8.07 AM	5.05 PM	
			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	

Southward trains are superior to trains of the same class in the opposite direction.

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time-Table No. 10 September 16, 1932	Distance from Cazadero	FIRST CLASS		SECOND CLASS
	202	224	222					221	223	201
	Mixed	Duncan Mills Passenger	Cazadero Passenger			STATIONS		Duncan Mills Passenger	Cazadero Passenger	Mixed
	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only					Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday
Yard WOP	10.55 AM	5.05 PM	11.30 AM	58.5	TO-R	FULTON 2.1	30.2	s 8.07 AM	s 7.22 PM	s 4.21 PM
10	f 11.02	f 5.09	f 11.34	60.6		MEACHAM 0.8	28.1	f 8.02	f 7.17	f 4.14
22 P	f 11.05	f 5.11	f 11.36	61.4		WOOLSEY 2.5	27.3	f 7.59	f 7.14	f 4.09
10	f 11.13	f 5.17	f 11.42	63.9		TRENTON 1.9	24.8	f 7.53	f 7.08	f 4.00
	f 11.19	f 5.22	f 11.47	65.8		FORESTVILLE (Spur-S) 1.7	22.9	f 7.48	f 7.03	f 3.54
11 P	f 11.25	f 5.27	f 11.52	67.5		GREEN VALLEY 1.9	21.2	f 7.43	f 6.58	f 3.47
	f	f 5.33	f 11.58	69.4		HILTON (No Siding) 1.0	19.3	f 7.39	f 6.54	f
24 P				70.4		POCKET 0.5	18.3			
4	f	f	f	70.9		KORBEL 1.3	17.8	f	f	f
13 WP	f 11.40	s 5.39	s 12.04 PM	72.2		RIONIDO 1.3	16.5	s 7.32	s 6.47	f 3.31
19				73.5		SHELLARD 0.4	15.2			
6 Yard P	s 11.50	s 5.45	s 12.10	73.9	TO	GUERNEVILLE 0.8	14.8	s 7.27	s 6.42	s 3.25
	f	f 5.48	f 12.13	74.7		GUERNEWOOD PARK 0.9 No Siding	14.0	f 7.22	f 6.36	f
	f	f	f	75.6		MONTESANO 0.3	13.1	f	f	f
	f	f	f	75.9		RUSSIAN RIVER HEIGHTS 1.0	12.8	f	f	f
16	f	f 5.57	f 12.22	76.9		NORTHWOOD 1.3	11.8	f 7.14	f 6.27	f
Yard P	s 12.15 PM	s 6.02	s 12.27	78.2		MONTE RIO 0.8	10.5	s 7.10	s 6.23	s 3.00
	f	f	f	79.0		VILLA GRANDE (No Siding) 2.5	9.7	f	f	f
Yard OYPBK	s 12.40	6.12 PM	s 12.42	81.5	TO-R	DUNCAN MILLS 4.5	7.2	7.00 AM	s 6.12	s 2.45
9	f		f 1.05	86.0		ROYANEH 2.7	2.7		f 5.49	f
9 T	1.20 PM		1.19 PM	88.7	R	CAZADERO	0.0		5.35 PM	2.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only					Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday

Southward trains are superior to trains of the same class in the opposite direction, except No. 202 is superior to No. 201.

Trains must not leave Duncan Mills without a Clearance, except that Clearance need not be obtained when operator is not on duty.

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.		Distance from San Francisco.		Time-Table No. 10 September 16, 1932 STATIONS	Distance from San Quentin.	
Yard WIYPBK		17.0	TO-R	SAN RAFAEL 3.1	3.1	
		20.1		SAN QUENTIN	0.0	

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.		Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Sebastopol	
Yard WPBK		53.8	TO-R	SANTA ROSA 2.4	6.3	
		56.2		KENILWORTH (No Siding) 3.1	3.9	
28		59.3		GRAVENSTEIN 0.8	0.8	
Yard 22		60.1		SEBASTOPOL	0.0	

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.		Distance from San Francisco.		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Donahue.	
Yard WTPBK		38.5	TO	PETALUMA 5.7	6.5	
		44.2		LAKEVILLE (No Siding) 0.8	0.8	
		45.0		DONAHUE (Spur)	0.0	

SOUTHERN DIVISION NORTHWARD

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS 78	76	74	72	70	68	66	64	62	Distance from San Francisco		Time-Table No. 10 September 16, 1932	
	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger				
	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Saturday Only	Leave Saturday Only	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily Ex. Sunday			STATIONS	
IP								8.34AM		13.0	Automatic Block System	BALTIMORE PARK 0.4	Double Track
P										13.4		LARKSPUR (Spur-N) 1.3	
P										14.7		KENTFIELD (Spur-N) 0.8	
P										15.5		ROSS (Spur-S) 1.0	
Yard WIYP								s 8.44		16.5		SAN ANSELMO 0.7	
										17.2		YOLANDA (No Siding) 0.7	
										17.9		PASTORI (No Siding) 0.4	
Yard P										18.3	TO	FAIRFAX (Spur-N) 0.5	
Yard P	6.50PM	5.50PM	5.50PM	3.52PM	1.50PM	11.52AM	10.22AM	s 8.54	6.30AM	18.8	R	MANOR 2.7	
24	f 7.00	f 6.00	f 6.00	f 4.05	f 2.00	f 12.02PM	f 10.32	f 9.04	f 6.40	21.5		WOODACRE LODGE 1.6	
P	f 7.04	f 6.04	f 6.04	f 4.09	f 2.04	f 12.06	f 10.36	s 9.08	f	23.1		SAN GERONIMO 1.5	
	f 7.08	f 6.08	f 6.08	f 4.13	f 2.08	f 12.10	f 10.40	s 9.12	f	24.6		FOREST KNOLLS (No Siding) 0.6	
10 PW	s 7.10	s 6.10	6.10PM	s 4.15	2.10PM	s 12.12	10.42AM	s 9.14	6.50AM	25.2	R	LAGUNITAS 2.7	
	f	f		f		f		f		27.9		CAMP TAYLOR (No Siding) 1.1	
9 P	f 7.20	f 6.20		f 4.25		f 12.22		f 9.27		29.0		TAYLORVILLE 2.2	
P	f	f		f		f		f		31.2		TOCALOMA (Spur-S) 1.7	
9	f 7.31	f 6.31		f 4.36		f 12.33		f 9.41		32.9		GARCIA 3.5	
Yd. WOTPBK	7.40PM	6.40PM		4.45PM		12.42PM		9.51AM		36.4	TO-R	POINT REYES	
	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Saturday Only	Arrive Saturday Only	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday				

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

No. 62 is superior to No. 63;
No. 66 is superior to No. 67;
No. 70 is superior to No. 69;
No. 74 is superior to No. 75.

For additional schedules see Interurban Time-Table.

Trains must not leave Fairfax without a Clearance, except that a Clearance need not be obtained when operator is not on duty.

SOUTHWARD

FIRST CLASS

Time-Table No. 10

September 16, 1932

Automatic Block System: Baltimore Park to Manor

Double Track: Baltimore Park to Fairfax

	STATIONS	Distance from Point Reyes	61	63	65	67	69	71	73	75	77
			Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Saturday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only
	BALTIMORE PARK	23.4							4.31 PM		7.09 PM
	0.4										
	LARKSPUR (Spur-N)	23.0									
	1.3										
	KENTFIELD (Spur-N)	21.7									
	0.8										
	ROSS (Spur-S)	20.9							s 4.23		s 7.01
	1.0										
	SAN ANSELMO	19.9									
	0.7										
	YOLANDA (No Siding)	19.2									
	0.7										
	PASTORI (No Siding)	18.5									
	0.4										
TO	FAIRFAX (Spur-N)	18.1									
	0.5										
R	MANOR	17.6	6.25 AM	7.25 AM	s 10.22 AM	11.20 AM	3.22 PM	3.53 PM	s 4.15	6.50 PM	s 6.55
	2.7										
	WOODACRE LODGE	14.9	f 6.15	f 7.15	f 10.12	f 11.10	f 3.12	f 3.43	f 4.05	f 6.40	f 6.45
	1.6										
	SAN GERONIMO	13.3	f 6.11	f 7.11	f 10.08	f 11.06	f 3.08	f 3.38	s 4.00	f 6.36	s 6.40
	1.5										
	FOREST KNOLLS (No Siding)	11.8	f 6.07	f 7.07	f 10.04	f 11.02	f 3.04	f 3.34	s 3.55	f 6.32	s 6.35
	0.6										
R	LAGUNITAS	11.2	s 6.05	7.05 AM	s 10.02	11.00 AM	3.02 PM	s 3.32	s 3.53	6.30 PM	s 6.33
	2.7										
	CAMP TAYLOR (No Siding)	8.5	f		f			f	f		f
	1.1										
	TAYLORVILLE	7.4	f 5.55		f 9.52			f 3.22	f 3.39		f 6.20
	2.2										
	TOCALOMA (Spur-S)	5.2	f		f			f	f		f
	1.7										
	GARCIA	3.5	f 5.44		f 9.41			f 3.11	f 3.25		f 6.05
	3.5										
TO-R	POINT REYES	0.0	5.35 AM		9.32 AM			3.02 PM	3.15 PM		5.55 PM
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Saturday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

- No. 62 is superior to No. 63;
- No. 66 is superior to No. 67;
- No. 70 is superior to No. 69;
- No. 74 is superior to No. 75.

For additional schedules see Interurban Time-Table.

Trains must not leave Point Reyes without a clearance except that clearance need not be obtained when operator is not on duty.

Passengers on trains terminating at Manor will transfer to connecting electric trains.

Northward NORTHERN DIVISION Southward

Capacity of sidings in car lengths, and location of Fuel, Water and Turning Stations.		FIRST CLASS 2 Eureka Passenger Leave Daily	FIRST CLASS 4 Eureka Express Leave Daily	Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Eureka	FIRST CLASS 1 Eureka Passenger Arrive Daily	FIRST CLASS 3 Eureka Express Arrive Daily	
Yard WYOPBK		2.10PM	2.45AM	139.5	TO-R	WILLITS 4.2	144.6	¶ 1.30PM	2.10AM	
69 P		f 2.18	f 2.53	143.7		OUTLET 5.0	140.4	f 1.19	f 1.59	
71 P		f 2.27	f 3.03	148.7		ARNOLD 3.8	135.4	f 1.08	f 1.49	
Yard 75 WP		f 2.35	f 3.11	152.5		LONGVALE 5.7	131.6	f 12.59	f 1.40	
57 P		f 2.46	f 3.23	158.2		FARLEY 3.6	125.9	f 12.47	f 1.26	
48 WP		f 2.53	f 3.30	161.8		TATU 4.7	122.3	f 12.39	f 1.16	
59 WOP		s 3.05	s 3.41	166.5	TO	DOS RIOS 4.6	117.6	s 12.27	s 1.04	
38 P		f 3.15	f 3.51	171.1		WOODMAN 4.4	113.0	f 12.14	f 12.49	
48 P		f 3.25	f 4.01	175.5		NASHMEAD 4.5	108.6	f 12.05PM	f 12.38	
81 P		s 3.35	f 4.11	180.0		SPYROCK 4.3	104.1	s 11.55	f 12.28	
69 WOP		f 3.45	f 4.20	184.3		BELL SPRINGS 5.0	99.8	f 11.46	f 12.17	
27 P		f 3.56	f 4.30	189.3		RAMSEY 5.2	94.8	f 11.35	f 12.05AM	
69 WOTP		s 4.08	f 4.42	194.5	TO	ISLAND MOUNTAIN 5.8	89.6	s 11.24	f 11.52	
42 WP		f 4.22	f 4.57	200.3		KEKAWAKA 5.2	83.8	f 11.11	f 11.36	
25 P				205.5		CAIN ROCK 3.6	78.6			
69 P		s 4.41	s 5.15	209.1	TO	ALDERPOINT 7.5	75.0	s 10.54	s 11.16	
Yard 69 WOP		s 4.58	s 5.32	216.6		FORT SEWARD 4.9	67.5	s 10.38	s 10.57	
55 P		f 5.08	f 5.42	221.5		BROCK CREEK 3.6	62.6	f 10.28	f 10.46	
55 P		f 5.16	f 5.50	225.1		EEL ROCK 5.0	59.0	f 10.20	f 10.37	
26 P		f 5.26	f 6.00	230.1		SEQUOIA 2.1	54.0	f 10.10	f 10.26	
67 WP		f 5.31	f 6.05	232.2		McCANN 5.1	51.9	f 10.06	f 10.21	
Yard 71 WYOPBK		s 5.43	s 6.18	237.3	TO-R	SOUTH FORK 4.4	46.8	s 9.55	s 10.07	
30 P		f 5.52	f 6.27	241.7		LARABEE 3.9	42.4	f 9.43	f 9.53	
20 P		s 6.02	s 6.36	245.6		SHIVELY 2.0	38.5	s 9.34	f 9.44	
33 WP				247.6		CAMP NINE 2.4	36.5			
31 P		f 6.11	f 6.46	250.0		ELINOR 5.6	34.1	f 9.25	f 9.34	
Yard 26 WPK		s 6.22	s 6.58	255.6	TO	SCOTIA 3.4	28.5	s 9.13	s 9.22	
24 P		6.32	7.09	259.0		STONE 1.2	25.1	9.03	9.11	
P		f 6.34	7.11	260.2		METROPOLITAN (Spur) 2.5	23.9	f 9.01	f 9.09	
Yard 38 WOPK		s 6.39	s 7.16	262.7	TO	ALTON 1.8	21.4	s 8.56	s 9.03	
50		f	f	264.5		ROHNERVILLE 1.6	19.6	f	f	
24 P		s 6.46	s 7.25	266.1	TO	FORTUNA 2.6	18.0	s 8.49	s 8.54	
24 P		s 6.52	s 7.33	268.7	TO	FERNBRIDGE 2.3	15.4	s 8.43	s 8.47	
18 P		s 6.58	s 7.39	271.0	TO	LOLETA 1.5	13.1	s 8.38	s 8.40	
10 P				272.5		TABLE BLUFF 1.4	11.6			
25 P		f 7.05	f 7.46	273.9		BEATRICE 3.9	10.2	f 8.31	f 8.32	
Yard WP		f 7.12	f 7.54	277.8		SOUTH BAY 3.0	6.3	f 8.24	f 8.25	
				280.8		B. & E. R. CROSSING 1.2	3.3			
27 P		7.19	8.02	282.0		BUCKSPORT 2.1	2.1	8.15	8.15	
Yard WYOPBK		7.25PM	8.10AM	284.1	TO-R	EUREKA	0.0	8.10AM	8.10PM	
		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	

Southward trains are superior to trains of the same class in the opposite direction.

No. 4 stops at stations north of Willits to discharge passengers boarding train Santa Rosa and south.

Northward NORTHERN DIVISION Southward

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.				Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Trinidad			
Yard WYOPBK				284.1	TO-R	EUREKA 2.6	28.2			
P				286.7		FRESHWATER JUNCT. 2.8	25.6			
25				289.5		BRAINARD 2.3	22.8			
				291.8		A. & M. R. CROSSING 0.7	20.5			
Yard 16 WYPK				292.5	TO-R	ARCATA 0.4	19.8			
P				292.9		A. & M. R. CROSSING 0.7	19.4			
				293.6		NORMAL JUNCTION (Spur-N) 1.6	18.7			
21 P				295.2		KORBLEX 0.6	17.1			
				295.8		A. & M. R. CROSSING 0.2	16.5			
				296.0		MINOR JUNCTION (Spur-S) 1.2	16.3			
Yard 36 WP				297.2		ESSEX 2.6	15.1			
P				299.8		THOMPSONS (Spur-N) 2.1	12.5			
35 P				301.9		FIELDBROOK 3.5	10.4			
Yard WY P				305.4		LITTLE RIVER JCT. 0.2	6.9			
				305.6		H. & L. R. R. CO. CROSSING 1.0	6.7			
18				306.6		CRANNELL 1.8	5.7			
30 P				308.4		MOONSTONE 1.0	3.9			
				309.4		LUFFENHOLTZ (Spur-S) 2.9	2.9			
Yard TP				312.3		TRINIDAD	0.0			

Northward NORTHERN DIVISION Southward

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.				Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Samoa			
16 WYPK Yard				292.5	TO-R	ARCATA 4.3	8.2			
				296.8		MANILA (Spur-S) 1.9	3.9			
				298.7		H. N. R. R. CROSSING 0.4	2.0			
18				299.1		CARSONS 0.7	1.6			
P				299.8		SAMOA YARD 0.9	0.9			
Yard WYP				300.7		SAMOA	0.0			

Northward NORTHERN DIVISION Southward

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.				Distance from San Francisco		Time-Table No. 10 September 16, 1932 STATIONS	Distance from Carlotta			
Yard 38 WOPK				262.7	TO	ALTON 5.0	5.0			
Yard P				267.7		CARLOTTA	0.0			

SPECIAL INSTRUCTIONS

When the route "Via Cut Off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Northward trains and trains leaving for Tiburon must obtain clearance at San Rafael.

Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

Train Register at Lagunitas; for trains originating or terminating there.

Train Registers at Ignacio and Fulton; for branch trains.

Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of time-table superiority. Freight trains must not delay passenger trains.

Trains moving with the current of traffic may run extra or work extra without train-order authority, except when a train order Form D-S is in effect, but must obtain a clearance before commencement of trip if at an open train-order office.

The movement of Interurban trains must be given preference over other trains.

Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fogs, or other cause rendering view obscure, trains must proceed with caution.

When necessary to cut off or restore current in power rail, notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone Mill Valley 1.

Northward passenger trains must not take water at Steelhead except in emergency. Before stop is made trainmen must know that all vestibule doors are closed.

Train movements through Tunnel No. 27 (Island Mountain) are protected by signals.

Train movements over A. & M. R. R. R. crossings at M P 292.9 and M P 295.8 are protected by signals. Trains, engines, or cars must not be left standing within limits of preliminary posts.

Train movements over H. N. R. R. crossing at M P 298.7 Samoa Branch are protected by signals.

Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flag.

MISCELLANEOUS

Before switching over railroad crossings, protection by flagman must be given.

Trains will stop at Ridge and southward trains at Laughlin for inspection (Rule 827).

Freight trains with locomotives equipped with 8½″ cross compound compressors must not handle in excess of 48 cars, excluding caboose, descending grade Ridge to Redwood Valley, and weight must not exceed average of 100 Ms per operative brake between locomotive tender and caboose. With locomotives equipped with two 9½″ compressors, not more than 40 cars, excluding caboose, should be handled. Trains of 30 to 40 cars must not exceed average of 85 Ms per operative brake between locomotive tender and caboose; trains of less than 30 cars must not exceed average of 100 Ms per operative brake between locomotive tender and caboose.

In accordance with Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, the following will govern:

Trains descending grade, Ridge to Laughlin, retaining valves will be turned up before leaving Ridge, and must not be turned down until after stop is made at Laughlin.

Freight trains, Ridge to M P 136, retaining valves must be turned up before leaving Ridge, and must not be turned down until train has reached M P 136.

When retaining valves are turned down while train is in motion, speed of train must not exceed 10 miles per hour. If, in judgment of conductor, it is necessary to stop train to turn down retaining valves, train will be stopped.

Inspection of freight trains must be made at least each 40 miles run (Rule 827.)

Engines on freight trains of 25 cars or over must be cut off at water or fuel stops.

Passenger trains passing station after picking up coaches will stop at station before leaving.

Engines on Passenger trains when coupling to equipment containing passengers will stop 50 feet from cars before coupling.

Except in foggy weather, markers will not be displayed by electric trains by day.

TUNNEL NO. 1, M P 11.9

Movement of trains on single track will be irrespective of time-table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals with caution.

In case of STOP, having waited five minutes, should signal not change to PROCEED, or should it not change to STOP as train strikes insulated joints at signal and a train cannot be seen or heard within the limits of the block, train may proceed with caution and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train.

On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP as train strikes insulated joints at signal. Should engineer not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit breakers.

When lights are not burning, current can be shut off only by tripping breakers at both portals by hand.

To restore current, both circuit breakers must be closed by hand.

Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

Whistle signals; diverging route; one short, one long, one short (o—o).

When whistle on tower is sounded all engines and trains moving within district controlled by tower must stop and get proper signal from towerman before proceeding.

SAUSALITO

Limits. South; indicated by signs on signals. North; northward main track, Signal 56, 230 feet north of freight house; southward main track, Signal 47, opposite freight house; Drill track, Signal 48, opposite freight house; limits also indicated by signs on signals.

No operator on duty: 1:25 A. M. to 5:50 A. M., daily except Sunday.
1:25 A. M. to 6:15 A. M., Sunday.

Switches will be lined track 8 to southward main track, Rule 663 will govern movement through interlocking.

ALMONTE

No operator on duty: 1:35 A. M. to 5:45 A. M., daily except Sunday.
1:35 A. M. to 6:15 A. M., Sunday.

Switches will be lined for Sausalito-Baltimore Park route, Rule 663 will govern movements through interlocking.

BALTIMORE PARK

No operator on duty: Midnight to 6:00 A. M. } Daily, except Saturday and
10:00 P.M. to Midnight } Sunday.
Midnight to 6.00 A.M. } Saturday
10.00 P.M. to Midnight }
Midnight to 6.30 A.M. } Sunday
10.30 P.M. to Midnight }

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at STOP, trains will be governed by Rule 663. No train movements can be made to or from Cut Off when operator is not on duty.

SAN ANSELMO

No operator on duty: 2:15 A. M. to 5:00 A. M., daily except Sunday.
2:15 A. M. to 5:30 A. M., Sunday.

Switches will be lined for San Anselmo-San Rafael route, Rule 663 will govern movements through interlocking.

Yellow light indications on masts of interlocking signal govern movements of southward trains from San Rafael and from Manor routes, when southward main track is occupied or obstructed within interlocking limits. On display of this indication train and engine movements over this section of track must be made with caution.

LOCATION OF SIDINGS

At the following stations, sidings are located as shown:

Ignacio. On east side of main track; from first switch south of trestle 24-G, this also being first switch south of depot, to south switch.

Santa Rosa. On west side of main track; from south switch to Seventh Street, the second street crossing north of passenger depot.

Fulton. On west side of main track; from first switch north of depot to north switch.

Windsor. On east side of main track.

Geyserville. On east side of main track; from first switch north of depot to north switch.

Ukiah. North Siding. On west side of main track; from first switch north of first street crossing north of depot to north switch.

South Siding. On west side of main track; from south switch to first switch south of depot.

Laughlin. On west side of main track; from switch north of depot to north switch.

Scotia. On west side of main track; from south switch to first switch south of depot.

Fernbridge. On west side of main track; from south switch to first switch north of depot.

South Bay. On west side of main track; from first switch south of depot to first switch north of water tank.

DRAWBRIDGES INTERLOCKED

M P 20.9	Gallinas	Gallinas Slough
M P 28.8	Black Point	Petaluma Creek
M P 37.8	Wingo	Sonoma Creek
M P 37.2	McNear	Petaluma Creek
M P 285.6	Eureka	Eureka Slough

DRAWBRIDGES NOT INTERLOCKED

M P 296.3	Manila	Mad River Slough, STOP.

RAILROAD CROSSINGS NOT INTERLOCKED

M P 40.5	Schellville, So. Pac., STOP.
M P 49.1	Madrone, So. Pac., STOP.
M P 53.35	Santa Rosa, P. & S. R. Railroad
M P 280.8	Bucksport, B. & E. R. Railroad, STOP.
M P 291.8	Arcata, A. & M. R. Railroad, STOP.
M P 305.6	Little River Jct., H. & L. R. R. Co., STOP.

LOCATION OF DASH POT SPRING SWITCHES

Mill Valley. Main track-Track No. 1.
Tunnel No. 1. End of double track at each end of tunnel.
Detour. Northward main track-Tiburon main track.
San Rafael. End of double track at Mission Street.
Manor. Both ends Crossover "A."

Light Signal, indicating position of switch for facing point movements, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 feet to 55 feet from switch.

LOCATION OF ADDITIONAL TELEPHONES

Waldo
Alto Substation
Lansdale
Hamilton Field
Woodpecker
Mile Post 190
Tunnel No. 27 M P 195.2 North Portal
Steelhead
Parrot Creek
Glynn
Nanning Creek
Dinsmore
Eureka Slough Drawbridge M P 285.6

ADDITIONAL WATER STATIONS

Bothin	M P 20.2	Hamann Gulch	M P 204.3
Lagunitas	M P 25.6	Steel Head	M P 211.6
Fraser	M P 83.9	Water Tank	M P 224.5
Stony Creek	M P 169.6	Millford	M P 273.3
Water Tank	M P 180.3		

YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; Lagunitas; Point Reyes; Tiburon; B Street, San Rafael, California Park, one yard; Ignacio; Schellville; Sonoma, Sebastiani, Stando, one yard; Glen Ellen; Haystack, McNear, Petaluma, Park Siding, one yard; Santa Rosa, Wye Siding, one yard; Sebastopol; Fulton; Shellard, Guerneville, one yard; Monte Rio; Duncan Mills; Cazadero Redwoods, Stelmo, Miller Retreat, Cazadero, one yard; Windsor; Grant, Bailhache, Healdsburg, Finlayson, Oliveto, one yard; Geyserville, Tosca, Omus, one yard; Cloverdale; Hopland; Asylum, Ukiah, one yard; Redwood Valley; Ridge; Willits; Longvale; Fort Seward; South Fork; Scotia; Alton; South Bay; Eureka, Russ, Bucksport, B. E. R. R. R. Crossing, one yard; Arcata; Carlotta; Samoa, Samoa Yard, Carsons, one yard; Essex, Shingle Mill, one yard; Little River Junction; Trinidad.

TRACKMAN'S CALL

Four long, followed by four short blasts of whistle (— — — — o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

SAN ANSELMO

When wye or freight house switch on northward main track, Manor Line, is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

MANOR

Northward track between Signal B-186 and north switch is known as Track No. 1.

Southward track between Signal B-186 and north switch is known as Track No. 2.

First crossover south of Signal B-187 is known as Crossover "A."

Second crossover south of Signal B-187 is known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Station on Track No. 2, governs southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, trains may proceed with caution and under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made with caution.

MANOR—Continued

Normal position of switches, Crossover "A."
South switch for crossover.
North switch for Track No. 2.
Normal position of switches, Crossover "B."
South switch for Track No. 2.
North switch for Track No. 1.

Electric trains will use Track No. 2 making station stop.
Northward steam trains will use Track No. 1.
Southward steam trains will use Track No. 1 to north switch Crossover "B."

TIBURON

Between 7:00 p. m. and 6:00 a. m., southward freight trains must stop at water tank and wait for signal from yardman. If, after waiting five minutes, signal is not received train may proceed into yard under protection of flag.

Train and engine movements on siding over highway crossing M P 7.26, 449 feet north of water tank, must be protected by flagman. Engines or cars must not be left on this siding within 100 feet of crossing.

Locomotives or cars must not be moved on the old schooner wharf (first wharf west of freight slip), and the new schooner wharf (second wharf west of freight slip), except that cars may be placed on the westerly track on the new schooner wharf for a distance of 150 feet from north end of wharf.

DETOUR

Train movements Tiburon route to northward main track are governed by automatic block signal located 300 feet south of junction switch. Trains must approach signal with caution.

Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover, the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than 5 minutes and may then proceed under protection of flag.

Normal position junction switch is for northward main track.

SAN RAFAEL

Double track extends to Mission Street. Normal position of switch is for southward track.

Wigwag signals at the following street crossings are controlled and operated by towerman in Tower No. 5:

Irwin Street, at south end of freight house.
Toll Road, second crossing south of passenger depot.
Third Street, first crossing south of passenger depot.
Mission Street, third crossing north of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signal is not in operation, except when movement is preceded by flagman.

Southward steam passenger trains when making stop at passenger station will block Third Street crossing with engine.

Derails located on Cheda Spur 436 feet north of switch and on Grady Spur 530 feet north of switch are connected with flood lights which illuminate track and highway. These derails must be kept on rail and locked except when movements are being made over crossing.

IGNACIO

Junction switch main track and Glen Ellen line is located opposite station.

WINGO

Normal position junction switch is for Glen Ellen line.

PETALUMA

Switching moves must not be made upon or over streets named below, without protection of flagman. Under no circumstances must cars be kicked or a "drop" or "run" be made upon or over these streets, and in shoving car or cars upon or over such streets, trainmen must be stationed at brake on top of lead car approaching and passing upon or over all streets:

Adams Street, also known as East D Street; first street south of passenger depot.
Copeland Street. First street west of passenger depot.
Washington Street. First street north of passenger depot.

No switch or other movement, by crews switching should be made upon or over Adams or Washington Streets from 15 minutes before arrival of passenger trains to 5 minutes after departure of such trains.

FULTON

Junction switch main track and Cazadero line is located opposite station.

REDWOOD VALLEY AND RIDGE

Telephone Semaphore Signal: Two standard semaphore blades and electric lamps for night indications.

Electric lighting for night indications controlled by track circuit. Illuminated only when main track circuit occupied 1000 feet either side of signals.

The normal position is "PROCEED."

When signal indicates "STOP" Conductor (or engineer in case of light engine), will immediately communicate with Dispatcher by phone.

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour.)

Between	Passenger	Freight
Sausalito and Willits via Detour	50	30
Willits and Eureka	40	25
Almonte and Mill Valley	45	25
Baltimore Park and Manor	50	30
Manor and Point Reyes	30	25
San Anselmo and San Rafael	50	30

except that maximum speeds shown below must not be exceeded.

Page	BETWEEN	Passenger	Freight
2-3	Through Tunnel No. 1, M P 11.9	25	25
2-3	Corte Madera, road crossing north of station platforms	20	20
2-3	Greenbrae, bridge and trestle approaches, M P 14.6	25	25
2-3	San Rafael, within city limits	10	10
2-3	Cerro and M P 19.6	35	25
2-3	Gallinas Drawbridge, M P 20.9	25	25
2-3	Petaluma Drawbridge, M P 37.2	6	6
2-3	Petaluma, within city limits	10	10
2-3	North switch Cotati—South switch Wilfred	35	..
2-3	Santa Rosa, within city limits	10	10
4	Tiburon and Detour	25	20
4	Hilarita, highway crossing, M P 7.9	10	10
4	Healdsburg, within city limits	10	10
4	Cloverdale, within city limits	10	10
4	M P 87.6 and Fountain	25	20
4	Fountain and El Roble { Curves	35	25
	Fountain and El Roble { Tangent	45	25
4	Ukiah, within city limits	10	10
4	M P 118 and M P 120	..	25
4	Redwood Valley and Laughlin	35	..
4	Redwood Valley and M P 136.7 (Ascending grade)	..	18
4	Redwood Valley and M P 136.7 (Descending grade)	..	15
4	Laughlin and M P 136.7 (Ascending grade)	22	..
4	Laughlin and M P 136.7 (Descending grade)	18	..
4	M P 136.7 and Willits	45	..
5	Ignacio and Glen Ellen	35	..
5	Ignacio and Eldridge	..	20
5	Black Point Drawbridge, M P 28.8	10	10
5	Wingo Drawbridge, M P 37.8	10	10
5	Eldridge and Glen Ellen	..	15
5	Sonoma, within city limits	10	10
5	Santa Rosa and Sebastopol	12	12
4	Willits and Sherwood Junction	20	20
4	Sherwood Junction and Sherwood	12	12
2-3-6-7	Baltimore Park, interlocking switches	12	12
6-7	Larkspur, road crossing north of station platforms	20	20
6-7	Kentfield, road crossing south of station platforms	20	20
6-7	Ross, road crossing north of station platforms	10	10
6-7	Manor and Woodacre Lodge (Descending grade)	18	15
6-7	Lagunitas and Point Reyes	25	20
5	San Quentin Branch	12	12
5	Donohue Branch	6	6
5	Fulton and Guerneville	30	20
5	Guerneville and Duncan Mills	20	15
5	Duncan Mills and Cazadero	12	12
8	Scotia Bluff, M P 256.3-M P 258.0	15	15
8	Elk River, Bulkhead	20	20
8	Holmes Eureka Bucksport Mill Yard crossing at Gregg Street	30	20
8	"A" and "L" Streets, Eureka	10	10
8	"L" Street, Eureka and south end Eureka Slough Drawbridge	18	18
8	Eureka Slough Drawbridge, M P 285.6. Logging trains 6; other trains, 10.		
8	Eureka and Arcata	25	20
8	Arcata and Trinidad	20	20
8	Fieldbrook and Trinidad, curves and trestles	15	15
8	Arcata and Samoa	15	15
8	Mad River Slough Drawbridge, M P 296.3. Logging trains, 6; other trains, 10.		
8	Alton and Carlotta { Curves	15	15
	Alton and Carlotta { Tangent	20	20

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Crossings protected by automatic interlocking; 20 miles per hour.

Trains moving steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks, must not exceed 25 miles per hour.

Through crossovers and turnouts; 10 miles per hour, except that trains and engines must not exceed 25 miles per hour through switch of Pacific Lumber Co.'s connection, north end Scotia yard.

Trains approach road crossing north end of depot at Vineburg with caution.

Maximum speed of engines running backwards: between Laughlin and MP 136.7, 12 miles per hour; other locations, 20 miles per hour, except where slower speeds are specified.

Trains handling cars loaded with logs must not exceed 10 miles per hour through Tunnels 38 (MP 243.7), and 39 (MP 247.0).

Between M P 271.76, 1000 feet south of south portal tunnel No. 40, and M P 272.52, 1000 feet north of north portal tunnel No. 40, trains must not exceed the following speeds:

Passenger	20 miles per hour
Freight	15 miles per hour
Trains handling logs	10 miles per hour

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
SAUSALITO TO EUREKA				
Waldo	8.4	North	77	
Alto Substation	10.7	North	24	
Alto	11.0	North	16	
Chapman	12.3	......	..	
Corte Madera	12.6	North	5	
Glen Park	18.1	......	..	
Hamilton Field	23.5	South	100	All Trains
San Antonio	33.1	......	..	1-2-3-6-7-221 222-223-224
McNear	37.1	South	58	
Finlayson	69.1	Siding	24	
Oliveto	69.2	South	7	
Simi	70.5	Siding	10	
Nervo	73.9	South	4	
Tosca	76.5	South	6	
Omus	77.0	South	10	
Icaria	82.9	South	9	
McCray	86.5	......	..	1-2-3-5-6-7
Clemhorst	108.8	South	3	
Asylum	113.2	Siding	18	
Holzhauser	122.0	South	6	
Lahm	133.7	South	5	
Maple	145.3	South	6	1-2-3-4
Ali	146.7	North	6	
Peterson	148.8	South	4	
Carbon	157.2	South	4	1-2
Indian Springs	168.0	......	..	1-2
Deer Lodge	169.0	South	2	1-2
Camp Rest	174.4	......	..	1-2
Richards	187.4	......	..	1-2-3-4
Steelhead	211.6	Siding	6	1-2-3-4
Bolt	222.9	South	4	
Ladera	224.0	South	3	
Smith	227.1	South	2	
Tanoak	228.3	South	4	1-2-3-4
Morani	229.6	South	1	
Hammond	234.8	South	8	
Camp Grant	235.5	South	18	
Perrott Creek	238.5	North	..	1-2
Bryan	243.1	......	..	1-2-3-4
Perbrow	252.5	Siding	4	
Glynn	254.0	Siding	40	
Nanning Creek	257.0	South	2	1-2
Canyon Park	259.8		..	1-2 (Sun. only)
Dinsmore	261.0	Siding	36	
Newburg	265.6	Siding	26	
Palmer Creek	267.4	Siding	8	
Worswick	268.2	North	30	
Zerus	275.0	South	3	
B. & E. R. Connection	280.9	North	5	
Associated Oil Company	281.3	South	20	
Press	281.7	North	10	
Standard Oil Company	281.8	South	9	
Holmes Eureka Lumber Co	282.0	North	13	
Russ	282.5	Siding	3	
BALTIMORE PARK TO POINT REYES				
Escalle	14.0	South	8	
Lansdale	17.6	......	..	
Roys	19.7	North	3	All Trains
Bothin	20.5	......	..	All Trains
Woodacre	22.0	......	..	All Trains
Meadoway	24.11	......	..	All Trains
Bottini	25.8	......	..	All Trains
Camp Berkeley	26.6	......	..	All Trains
Jewell	29.8	North	2	All Trains
North Bend	34.2	......	..	All Trains

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
IGNACIO TO GLEN ELLEN				
Homefarm	26.9	South	7	All Trains
Rose	29.5	South	8	
Greenwood	31.4	South	8	
Quarries	36.0	......	..	All Trains
Batto	42.6	South	9	
Bonilla	43.1	South	4	
Stando	43.9	North	4	
Sebastiani	44.3	South	30	
PETALUMA TO DONAHUE				
Campbell	39.7	South	2	
Rotta	43.4	South	2	
SANTA ROSA TO SEBASTOPOL				
Osborne	55.2	......	..	
Wright	57.0	......	..	
Llano	58.6	......	..	
FULTON TO CAZADERO				
Elpa	64.1	North	3	
Mirabel	66.4	South	34	All Trains
Dell	66.7	......	..	All Trains
Hacienda	68.7	Siding	9	All Trains
Odd Fellow	69.9	......	..	All Trains
Vacation Beach	75.2	......	..	All Trains
Bohemia	77.6	South	73	All Trains
Fern Cove	78.7	......	..	All Trains
Sheridan	79.9	......	..	All Trains
Moscow	80.7	South	5	All Trains
Austin Creek	82.9	......	..	All Trains
Fraser	83.8	......	..	All Trains
Camp Thayer	84.7	......	..	All Trains
Kidd Creek	85.2	......	..	All Trains
Cazadero Redwoods	87.9	......	..	All Trains
Stelmo	88.1	......	..	All Trains
Miller Retreat	88.3	......	..	All Trains
WILLITS TO SHERWOOD				
Woodpecker	145.1	South	4	
Walkers	148.1	Siding	6	
Russel	150.9	South	6	
Johnson	152.4	South	4	
Yew	152.9	Wye	43	
EUREKA TO TRINIDAD				
McCloskey	296.4	North	1	
Englehart	296.7	South	8	
Shingle Mill	297.7	South	7	
Dairy	299.0	South	6	
Culbert	311.3	South	20	

LOCOMOTIVE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to GOLF	SAN RAFAEL Irwin St. to GOLF	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	REDWOOD VALLEY to GOLF	GOLF to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
			Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
E 59—16/24— 54	9—10	140	825	380	400	1350	1100	825	......	......	1700	510	395	660	1690	1140	1690	1690	790	1140
E 62—16/24— 58	14	150	800	390	410	1245	1040	800	......	......	1770	550	360	600	1770	1180	1770	1770	820	1180
E 63—17/24— 55	17	140	865	420	450	1360	1140	865	......	......	1880	580	473	700	1850	1350	1850	1850	875	1350
E 61—18/24— 61	19—20	165	1125	610	640	1670	1440	1125	......	......	2540	810	625	890	2520	1700	2520	2520	1200	1700
E 69—18/24— 79	21—22—23	180	1000	540	570	1600	1375	1000	......	......	2470	750	550	825	2450	1640	2450	2450	1130	1640
E 63—19/26—105	51 to 54	200	1750	840	900	2750	2270	1750	500	880	3670	1150	1000	1400	3720	2460	3720	3720	1720	2460
T 57—18/24— 92	103	170	1450	650	690	2250	1890	1450	400	635	2850	890	830	1130	2820	1900	2820	2820	1330	1900
T 57—18/24— 92	104	180	1535	720	760	2385	2000	1535	425	670	2950	960	880	1195	3020	2040	3020	3020	1430	2040
T 57—19/26—110	107—108	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57—19/26—105	109—110	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57—19/26—110	111 to 114	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3630	2200	3630	3630	1730	2460
T 63—20/28—130	130 to 133	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63—20/28—132	134—135	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63—20/28—135	136 to 143	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 57—21/26—142	170	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 57—21/26—142	171—172	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	3120	4580	4580	2500	3120
T 63—21/28—141	178	200	2210	1140	1220	3535	3005	2210	700	1190	4830	1925	1215	1855	4800	3250	4800	4800	2240	3250
T 63—20/28—142	179	200	2095	1050	1110	3351	2848	2095	630	1100	4550	1810	1152	1759	4520	3050	4520	4520	2140	3050
T 57—21/28—148	180 to 184	200	2630	1190	1280	3900	3315	2630	730	1250	4900	2200	1340	2045	5040	3250	5040	5040	2900	3500
M 63—20/28—126	300—301	190	1830	900	950	2900	2390	1830	575	970	3880	1680	1020	1450	3870	2600	3870	3870	1830	2600
M 57—18/24— 93	353—354	175	1400	720	780	2220	1820	1440	450	750	2980	970	800	1180	2940	1990	2940	2940	1400	1990
Allowance for Empty and Underloaded Cars..............Ms.	Less than 40 Ms. 40 to 50 Ms.		6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

	LOCOMOTIVE		Gross Carload Pounds
	Number	Type	
Sausalito to Eureka	Any N. W. P. Locomotive		169,000
Almonte to Mill Valley			
Baltimore Park to Manor and San Rafael via San Anselmo			
Tiburon to Detour			
Ignacio to Schellville			
Schellville to Glen Ellen	114	T-57-19/26-110	169,000
Donahue Branch	114	T-57-19/26-110	103,000
Santa Rosa to Sebastopol	114	T-57-19/26-110	169,000
Fulton to Cazadero	114	T-57-19/26-110	169,000
Manor to Point Reyes	114	T-57-19/26-110	169,000

	LOCOMOTIVE		Gross Carload Pounds
	Number	Type	
San Quentin Branch	114	T-57-19/26-110	169,000
Willits to Sherwood	108	T-57-19/26-110	136,000
Eureka to Arcata	142	T-63-20/28-135	169,000
	(Any H. L. Co. Locomotive)		
Arcata to Samoa, Trinidad and Little River Branch	114	T-57-19/26-110	169,000
	(Any H. L. Co. Locomotive)		
Alton to Carlotta	143	T-63-20/28-135	169,000

CLEARANCE LIMITS FOR CAR LOADING

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED											MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2′ 6″	5′	7′	8′ 6″	9′ 6″	10′	10′ 6″	11′	11′ 6″	12′		
Sausalito and Corte Madera	HEIGHT	15′ 8″	15′ 8″	15′ 8″	15′ 1″	14′ 7″	14′ 4″	14′ 1″	13′ 10″	13′ 6″	13′ 3″	15′ 8″	12′
Manor and Point Reyes	HEIGHT	18′ 9″	18′ 4″	17′ 6″	16′ 11″	16′ 5″	16′ 3″	16′	15′ 10″	15′ 7″	15′ 5″	18′ 9″	12′
Tiburon and Cerro	HEIGHT	19′ 10″	18′ 11″	18′ 1″	17′ 3″	16′ 8″	16′ 4″	16′	15′ 8″	15′ 2″	14′ 10″	19′ 10″	12′
Cerro and Ignacio	HEIGHT	22′	22′	22′	22′	21′ 9″	21′ 6″	21′ 3″	21′	20′ 10″	20′ 8″	22′	12′
Ignacio and Petaluma	HEIGHT	20′ 6″	20′ 6″	20′ 6″	19′ 9″	19′ 3″	19′ 1″	18′ 10″	18′ 7″	18′ 4″	18′ 2″	20′ 6″	12′
Ignacio and Glen Ellen	HEIGHT	22′	22′	21′ 11″	21′ 1″	20′ 7″	20′ 4″	20′	19′ 9″	19′ 6″	19′ 2″	22′	12′
Fulton and Monte Rio	HEIGHT	18′ 10″	18′ 10″	18′ 6″	18′ 2″	17′ 9″	17′ 6″	17′ 3″	16′ 11″	16′ 7″	16′	18′ 10″	12′
Fulton and Preston	HEIGHT	20′ 3″	20′ 3″	19′ 10″	19′ 3″	18′ 10″	18′ 9″	18′ 6″	18′ 4″	18′ 1″	17′ 11″	20′ 3″	12′
Preston and Willits	HEIGHT	16′	15′ 6″	15′ 2″	14′ 8″	14′ 2″	13′ 11″	13′	12′ 3″	11′ 3″	10′ 8″	16′	12′
Willits and Shively	HEIGHT	19′ 10″	19′ 10″	19′ 4″	18′ 6″	18′ 2″	17′ 10″	17′ 6″	17′ 3″	16′ 10″	16′ 7″	19′ 10″	12′
Shively and Loleta	HEIGHT	18′ 5″	18′ 3″	17′ 6″	17′	16′ 7″	16′ 5″	16′ 3″	16′ 1″	15′ 10″	15′ 3″	18′ 5″	12′
Loleta and Eureka	HEIGHT	16′ 2″	15′ 9″	15′ 1″	14′ 7″	14′ 3″	14′	13′ 8″	12′ 9″	11′ 9″		16′ 2″	11′ 6″
Eureka and Trinidad	HEIGHT	21′ 5″	21′ 5″	21′ 5″	21′ 5″	21′	20′ 7″	20′ 3″	19′ 9″	19′ 7″	19′	21′ 5″	12′
Arcata and Samoa	HEIGHT	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	21′ 6″	12′

Clearances are figured with side clearances 6 inches margin (each side) overhead clearance 6 inches margin.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

Restrictions for cars with outside truss rods, when moving in interurban electric territory—(San Rafael, Mill Valley, Sausalito, Manor and points between)—owing to danger of contact with power rail supplying electric current:

22 inches or over outside gauge of rail must be 14 inches above rail.

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage	606	42,000	......
"	608–609	79,100	......
"	613–615	84,300	......
"	*625–*626	......	90,000
"	675–680	......	93,800
Baggage and Passenger	180	42,000	......
Business	04	99,000	......
"	05	111,000	......
Chair	550–553	......	105,800
Coach	30	48.600	......
"	50– 64	56,500	......
"	65– 68	58,900	......
"	70– 81	86,000	......
"	210-218	......	73,400
"	400–402	......	101,900
"	403–405	......	104,300
"	450–458	......	102,600
"	459–469	......	104,300
Mail and Express	610	82,300	......
" " "	616–617	87,000	......
" " "	640–645	......	100,600
Rail Cars—Gas Electric	*900	......	110,680
" " " "	901–902	......	158,400
" " " "	903–904	......	173,820

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.	93,070	......	......
Baggage 66 ft.	127,610	......	......
Baggage 70 ft.	122,620	......	......
Baggage	......	87,120	81,120
Baggage (Dynamo)	98,730	......	......
Baggage and Mail 60 ft.	103,620	......	......
Baggage and Mail 69 ft.	124,760	......	......
Baggage and Mail 70 ft.	129,140	......	......
Baggage and Mail	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage 40 ft.	74,530	......	......
Postal Storage 60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Chair	100,620	......	84,740
Coaches 60 ft.	98,130	......	......
Coaches 70 ft.	137,640	......	......
Coaches 72 ft.	139,660	......	......
Coaches 73 ft.	148,040	......	......
Coaches 72 ft., Interurban	120,000	......	......
Coaches	......	......	81,210
All-Day Lunch, Chair	105,970	......	......
All-Day Lunch, Coach	103,875	......	......
Cafe-Coach	......	......	117,200
Diner 70 ft.	......	135,930	131,040
Diner 72 ft.	155,330	146,930	134,530
Diner 77 ft.	157,240	165,530	......
Diner 79 ft.	169,100	......	......
Cafe-Observation	148,950	......	128,550
Observation	......	141,870	121,300
Pullman Observation	163,600	153,000	......
Pullman Parlor	155,600	147,500	......
Pullman Standard Sleeper	164,600	144,000	......
Pullman Tourist	140,600	133,000	......

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. W. B. Coffey	Chief Surgeon and Manager	S. P. Bldg., 65 Market St., San Francisco.
Dr. O. E. Eklund	Division Surgeon	Medical Bldg., 909 Hyde St. San Francisco (GRaystone 0274).
Dr. Henry Abrahm	Physician	
Dr. O. D. Hamlin	Emergency Surgeon	Oakland.
Dr. L. Michael	Emergency Surgeon	San Leandro.
Dr. C. W. Clark	District Surgeon	Tiburon and San Anselmo.
Dr. O. W. Jones	Emergency Surgeon	San Anselmo.
Dr. C. F. Larson	District Surgeon	Sausalito.
Dr. Roy R. Robertson	Associate District Surgeon	Sausalito.
Dr. J. J. Spottiswood	Emergency Surgeon	Mill Valley.
Dr. G. M. Landrock	Emergency Surgeon	Mill Valley.
Dr. F. M. Cannon	Emergency Surgeon	Point Reyes.
Dr. J. H. Kuser	District Surgeon	San Rafael.
Dr. C. A. DeLancey	Emergency Surgeon	San Rafael.
Dr. Harry O. Hund	Emergency Surgeon	San Rafael.
Dr. L. L. Stanley	Emergency Surgeon	San Rafael.
Dr. E. J. Finnerty	Emergency Surgeon	Sonoma.
Dr. F. O. Butler	Emergency Surgeon	Eldridge.
Dr. H. S. Rogers	Emergency Surgeon	Petaluma.
Dr. A. R. Graham	District Surgeon	Petaluma.
Dr. S. S. Bogle	District Surgeon	Santa Rosa.
Dr. P. A. Meneray	Emergency Surgeon	Santa Rosa.
Dr. A. M. Thomson	Emergency Surgeon	Santa Rosa.
Dr. Geo. W. Burgess	District Surgeon	Guerneville.
Dr. J. W. Seawell	Emergency Surgeon	Healdsburg.
Dr. F. E. Sohler	District Surgeon	Healdsburg.
Dr. H. O. Cleland	District Surgeon	Ukiah.
Dr. S. L. Rea	Emergency Surgeon	Ukiah.
Dr. Raymond Babcock	District Surgeon	Willits.
Dr. C. C. Cottrell	Emergency Surgeon	Scotia.
Dr. H. W. Comfort	Emergency Surgeon	Fortuna.
Dr. J. F. Walsh	District Surgeon	Eureka.
Dr. J. A. Lane	Emergency Surgeon	Eureka.
Dr. H. G. Gross	Surgeon (eye, ear, nose, throat)	Eureka.
Dr. E. L. Walsh	Dentist	Eureka.
Dr. G. W. McKinnon	Emergency Surgeon	Arcata.

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone, FIllmore 8781.

St. Joseph Hospital............Eureka

Emergency Hospitals.........San Rafael, Petaluma, Santa Rosa and Willits.

NOTE:—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of District Surgeon.

TIME INSPECTORS

NAME	Location
S. A. Pope, Manager Time Service	65 Market St., San Francisco.
I. S. Preston	210 Phelan Bldg., San Francisco
H. Bullard, Traveling Inspector	1788 Seventh St., Oakland.
E. L. Stevens	Sausalito.
M. B. Gardner	San Rafael.
A. H. Ross	Petaluma.
John Hood Co.	Santa Rosa.
P. H. Joseph	Ukiah.
A. B. Gusiander	Willits.
Ernest Mueller	Eureka.
J. C. Tario	Eureka.

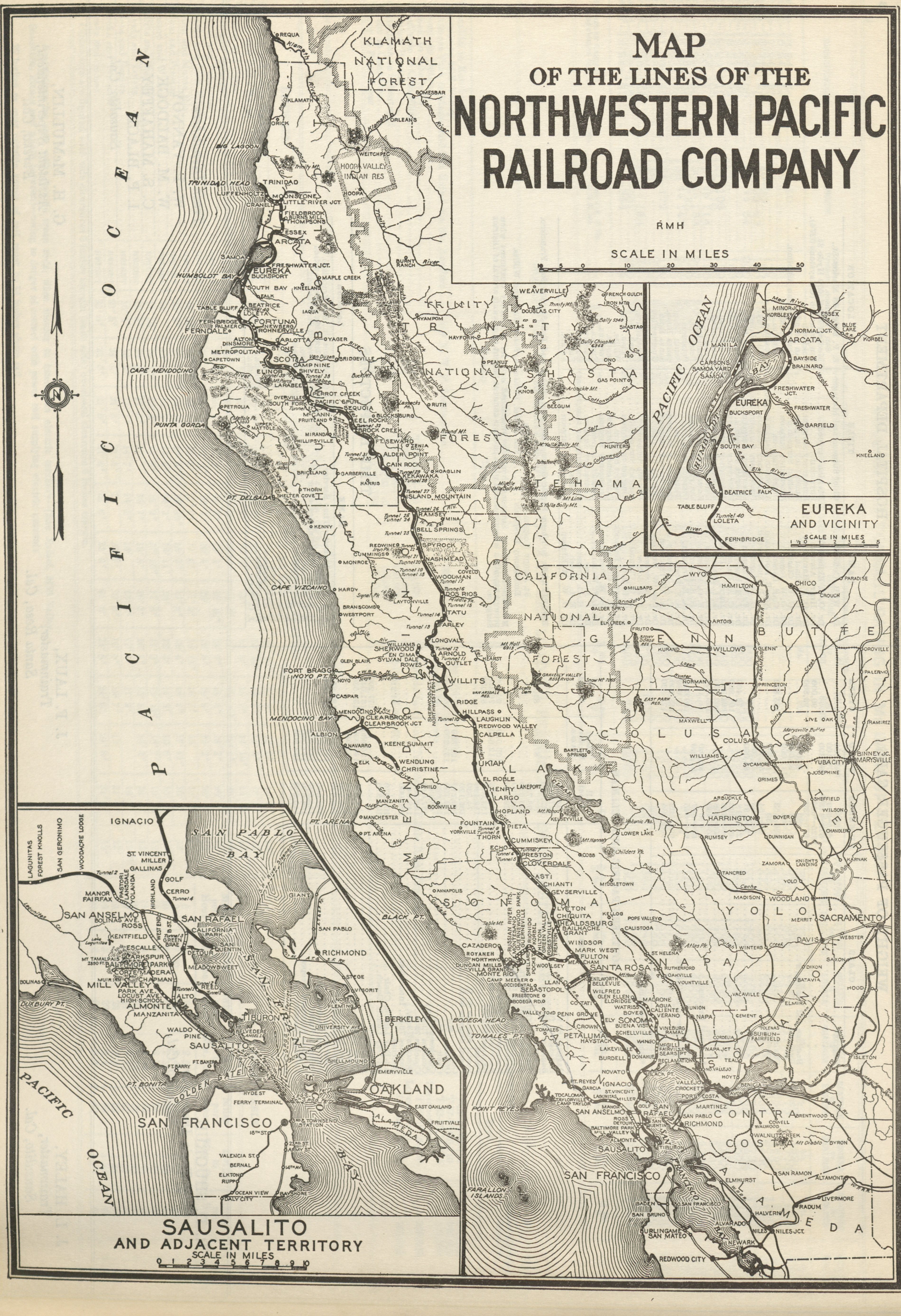
R. D. SHUGRUE,
Chief Train Dispatcher,
Sausalito, Cal.

Train Dispatchers
W. P. VANNOY
W. M. BALDOCK
C. S. MAHAFFEY
I. P. BLACK
Sausalito, Cal.

J. L. HALEY,
Trainmaster,
Sausalito, Cal.

J. F. LAUX,
Trainmaster,
Santa Rosa, Cal.

G. H. McMULLIN,
Assistant Superintendent,
Eureka, Cal.



MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES
10 5 0 10 20 30 40 50
PACIFIC OCEAN
KLAMATH NATIONAL FOREST
TRINITY NATIONAL FOREST
SHASTA
TEHAMA
CALIFORNIA NATIONAL FOREST
GLENN
BUTTE
COLUSA
LAKE
SUTTER
YOLO
SONOMA
NAPA
MARIN
SOLANO
CONTRA COSTA
ALAMEDA
HUMBOLDT
MENDOCINO
EUREKA
ARCATA
FORTUNA
SCOTIA
WILLITS
UKIAH
CLOVERDALE
HEALDSBURG
SANTA ROSA
PETALUMA
SAN RAFAEL
SAUSALITO
TIBURON
SAN FRANCISCO
OAKLAND
SACRAMENTO
FORT BRAGG
EUREKA AND VICINITY
SCALE IN MILES
1½ 0 1 2 3 4 5
SAUSALITO AND ADJACENT TERRITORY
SCALE IN MILES
0 1 2 3 4 5 6 7 8 9 10